

wherein, when the modified flight plan is activated to become a new flight plan, the graphical display is updated to display only the new flight plan.

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48. (Amended) A navigational system according to Claim 38, wherein a textual display presented by said logic comprises a text list of waypoints that are on the original flight plan and the modified flight plan, and performance data for common waypoints that are in both the original flight plan and the modified flight plan.

Please add Claim 49 as follows:

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49. (New) A navigational system according to Claim 1, wherein said logic produces a textlist by merging the original flight plan and the modified flight plan, with the textlist displaying waypoints that have been added in the modified flight plan and waypoints that are removed from the original flight plan, and the textlist being displayed on the textual display portion of said display device.

REMARKS

Claims 1-49 are presented for consideration. Claims 1, 11, 18, 28, 38 and 39 are independent.

Editorial changes have been made to selected claims. In addition, the independent claims have been amended to better emphasize one of the features of Applicants' invention. In addition, Claim 49 has been added to provide an additional scope of protection.

Initially, Applicants wish to thank the Examiner for the courtesy extended toward their representative during the personal interview on February 12, 2003. The interview

focused primarily on independent Claim 1 and the Deker '987 patent as applied in the outstanding Office Action.

In that regard, Claims 1, 2, 11, 12, 18, 28, 29, 38-40 and 48 stand rejected under 35 U.S.C. §102(e) as allegedly being anticipated by Deker '987. In addition, Claims 3-10, 13-17, 19-27, 30-37 and 41-47 stand rejected under 35 U.S.C. §103 as allegedly being obvious over Deker in view of Lions '632. These rejections are respectfully traversed.

Applicants' invention as set forth in Claim 1 relates to a navigational system comprised of a display device that includes a graphical display portion and a textual display portion, and logic for displaying information on the display device. As amended, the logic simultaneously presents a textual display of an original flight plan and a modified flight plan in the textual display portion while the original flight plan is graphically displayed.

Claim 11 relates to a navigational system that includes display means with a graphical display portion and a textual display portion, and logic means for simultaneously, textually displaying an original flight plan and a modified flight plan while the original flight plan is graphically displayed.

Claims 18 and 28 relate to a method of displaying a flight plan and a computer executable code for implementing such a method, respectively, and correspond substantially to Claim 1. In these claims, therefore, a textual display of an original flight plan and a modified flight plan are simultaneously displayed while the original flight plan is graphically displayed.

In Claim 38, a navigational system includes a CPU, a flight control system that controls an airplane based on inputs from the CPU, and a display device. In addition, logic simultaneously presents a textual display of an original flight plan and a modified flight plan in the textual display portion while the original flight plan is graphically displayed, with the CPU

providing inputs to the flight control system based on navigational data corresponding to the original flight plan presented on the display device.

Finally, Claim 39 relates to a navigational system that includes a display device and logic that simultaneously presents a textual display of comparative data for an original flight plan and a modified flight plan on the display device while the original flight plan is graphically displayed.

The primary citation to Deker relates to a navigational system provided with a display screen 11 divided into a graphical display portion and a textual display portion. The system is capable of providing alternate flight plan solutions to a pilot in response to an "event" or an emergency.

The Office Action takes the position that Deker discloses the simultaneous display of an original flight plan and a modified flight plan on the display device, citing column 6-7, lines 66-15, and column 8, lines 6-19. In response, Applicants respectfully submit that in Deker, a "COMPARE" button can be pressed to provide a full screen display of comparative table 32 (see Figure 2), but this screen display fails to also graphically display the original flight plan. Furthermore, although Deker discloses providing parameters in a textual part 28 "enabling the active flight plan to be compared with the diversion flight plan" (see column 7, lines 36-38) or discloses a textual window 28 that "gives... the parameters of prediction of the active flight plan and of the avoidance flight plan" (see column 8, lines 13-19), it is understood that this display of data for comparison purposes is provided on different textual windows 28, i.e., on different screens, and not on the same window at the same time. It is submitted that the only way

Deker is capable of displaying original flight plan data and modified flight plan data on the text window simultaneously is by use of the COMPARE button (resulting in table 32) which, as discussed above, does not include a graphical display of the flight plan.

Accordingly, reconsideration and withdrawal of the rejection under 35 U.S.C. §102(e) is respectfully requested.

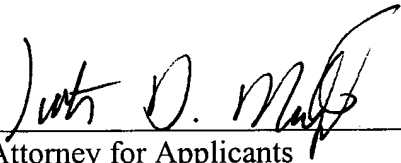
The secondary citation to Lions relates to a navigation system and was cited for its teaching of removing textual display waypoints on the original flight plan. Lions fails, however, to compensate for the deficiencies in Deker as discussed above with respect to Applicants' independent claims. In particular, Lions also fails to teach or suggest, among other features, simultaneously presenting a textual display of an original flight plan and a modified flight plan while graphically displaying the flight plan.

Accordingly, it is submitted that the proposed combination of Deker and Lions, even if proper, still fails to teach or suggest Applicants' claimed invention. Therefore, reconsideration and withdrawal of the rejection of the claims under 35 U.S.C. §103 is respectfully requested.

Thus, it is submitted that Applicants' invention as set forth in independent Claims 1, 11, 18, 28, 38 and 39 is patentable over the cited art. In addition, dependent Claims 2-10, 12-17, 19-27, 29-37 and 40-49 set forth additional features of Applicants' invention. For example, new Claim 49 sets forth details of generating a textlist by merging the original flight plan and the modified flight plan, and displaying the textlist on the textual display portion. Independent consideration of the dependent claims is respectfully requested.

Applicants' undersigned attorney may be reached in our Washington, D.C. office by telephone at (202) 530-1010. All correspondence should continue to be directed to Honeywell's address given below.

Respectfully submitted,



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DC_MAIN 123602 v 1



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VERSION WITH MARKINGS TO SHOW CHANGES MADE TO CLAIM

1. (Twice Amended) A navigational system, comprising:

a display device that includes a graphical display portion and a textual display portion; and

logic that simultaneously presents a textual display of an original flight plan and a modified flight plan [on said display device] in the textual display portion while the original flight plan is graphically displayed.
2. (Amended) A navigational system according to Claim 1, wherein the textual display presented by said logic comprises a text list of [way points] waypoints that are on the original flight plan and the modified flight plan, and performance data for common [way points] waypoints that are on both the original flight plan and the modified flight plan.
3. (Amended) A navigational system according to Claim 2, wherein the textual display presented by said logic further comprises performance data for [way points] waypoints that are added to the modified flight plan.
5. (Amended) A navigational system according to Claim 4, further comprising:

an interface device that allows an operator to change the modified flight plan, wherein said logic updates the textlist of [way points] waypoints on the textual display when the modified flight plan is changed, and

wherein said logic updates the performance data on the textual display for common [way points] waypoints when the modified flight plan is changed.

6. (Amended) A navigational system according to Claim 5, wherein said logic designates on the textual display [way points] waypoints to be removed, which correspond to [way points] waypoints that are on the original flight plan but not on the modified flight plan.

7. (Amended) A navigational system according to Claim 6, wherein, when the modified flight plan is activated to become a new original flight plan, said logic removes from the textual display the [way points] waypoints that are designated to be removed.

11. (Twice Amended) A navigational system, comprising;
display means that includes a graphical display portion and a textual display portion; and
logic means for simultaneously, textually displaying an original flight plan and a modified flight plan [on said display means] in the textual display portion while the original flight plan is graphically displayed.

12. (Amended) A navigational system according to Claim 11, wherein the textual display presented by said logic means comprises a textlist of [way points] waypoints that are on the original flight plan and the modified flight plan, and performance data for common [way points] waypoints that are on both the original flight plan and the modified flight plan.

13. (Amended) A navigational system according to Claim 12, wherein the textual display presented by said logic means further comprises performance data for [way points] waypoints that are added to the modified flight plan.

15. (Amended) A navigational system according to Claim 14, further comprising:

interface means that allows an operator to change the modified flight plan, wherein said logic means updates the textlist of [way points] waypoints on the textual display when the modified flight plan is changed, and

wherein said logic means updates the performance data on the textual display for common [way points] waypoints when the modified flight plan is changed.

16. (Amended) A navigational system according to Claim 15, wherein said logic means designates on the textual display [way points] waypoints to be removed, which correspond to [way points] waypoints that are on the original flight plan but not on the modified flight plan.

17. (Amended) A navigational system according to Claim 16, wherein, when the modified flight plan is activated to become a new flight plan, said logic means removes from the textual display the [way points] waypoints that are designated to be removed.

18. (Twice Amended) A method of displaying a flight plan of a navigational system, comprising the steps of:
providing a display device that includes a graphical display portion and a textual display portion; and
simultaneously displaying a textual display of an original flight plan and a modified flight plan [on the display device] in the textual display portion while the original flight plan is graphically displayed.

19. (Amended) A method according to Claim 18, wherein the textual display displayed in said displaying step comprises a textlist of [way points] waypoints that are on the original flight plan and the modified flight plan, and performance data for common [way points] waypoints that are on both the original flight plan and the modified flight plan.

20. (Amended) A method according to Claim 19, wherein the textual display displayed in said displaying step further comprises performance data for [way points] waypoints that are added to the modified flight plan.

22. (Amended) A method according to Claim 21, further comprising the steps of:

- changing the modified flight plan;
- updating the textlist of [way points] waypoints on the textual display when the modified flight plan is changed; and
- updating the performance data on the textual display for common [way points] waypoints when the modified flight plan is changed.

23. (Amended) A method according to Claim 22, further comprising the step of:

- designating on the textual display [way points] waypoints to be removed, which correspond to [way points] waypoints that are on the original flight plan but not on the modified flight plan.

24. (Amended) A method according to Claim 23, further comprising the steps of:

- activating the modified flight plan to become a new flight plan; and
- removing from the textual display the [way points] waypoints that are designated to be removed in said designating step.

26. (Twice Amended) A method according to Claim 22, wherein said displaying step further comprises simultaneously displaying a graphical display of the original flight plan and the modified flight plan on the display device together with the simultaneous textual display of the original flight plan and the modified flight plan,

wherein said changing step comprises changing the modified flight plan in either the graphical display or the textual display, and

wherein said method further comprises the step of updating the graphical display of the modified flight plan when the modified flight plan is changed.

27. (Twice Amended) A method according to Claim 24, wherein said displaying step further comprises simultaneously displaying a graphical display of the original flight plan and the modified flight plan on the display device together with the simultaneous textual display of the original flight plan and the modified flight plan,

wherein said changing step comprises changing the modified flight plan in either the graphical display or the textual display, and

wherein said method further comprises the steps of:

updating the graphical display of the modified flight plan when the modified flight plan is changed; and

updating the graphical display to display only the new flight plan when the modified flight plan is activated in said activating step.

28. (Amended) Computer executable code for implementing a method of displaying a flight plan of a navigational system, said code for executing the step comprising: simultaneously displaying a textual display of an original flight plan and a modified flight plan [on a display device] while graphically displaying the original flight plan.

29. (Amended) Computer executable code according to Claim 28, wherein the textual display displayed in said displaying step comprises a textlist of [way points] waypoints that are on the original flight plan and the modified flight plan, and performance data for common [way points] waypoints that are on both the original flight plan and the modified flight plan.

30. (Amended) Computer executable code according to Claim 29, wherein the textual display displayed in said displaying step further comprises performance data for [way points] waypoints that are added to the modified flight plan.

32. (Amended) Computer executable code according to Claim 31, said code for further executing the steps comprising:
changing the modified flight plan;
updating the textlist of [way points] waypoints on the textual display
when the modified flight plan is changed; and

updating the performance data on the textual display for common [way points] waypoints when the modified flight plan is changed.

33. (Amended) Computer executable code according to Claim 32, said code for further executing the step comprising:

designating on the textual display [way points] waypoints to be removed corresponding to [way points] waypoints that are on the original flight plan but not on the modified flight plan.

34. (Amended) Computer executable code according to Claim 33, said code for further executing the steps comprising:

activating the modified flight plan to become a new flight plan; and
removing from the textual display the [way points] waypoints that are designated to be removed in said designating step.

38. (Amended) A navigational system, comprising:
a CPU;
a flight control system that controls an airplane based on inputs from said CPU;
a display device; and

logic that simultaneously presents a textual display of an original flight plan and a modified flight plan on said display device while graphically displaying the original flight plan,

wherein said CPU provides inputs to said flight control system based on navigational data corresponding to the original flight plan that is presented on said display device.

39. (Amended) A navigational system, comprising:

a display device; and

logic that simultaneously presents a textual display of comparative data for an original flight plan and a modified flight plan on said display device while the original flight plan is graphically displayed.

40. (Amended) A navigational system according to Claim 39, wherein the comparative data comprises a textlist of [way points] waypoints that are on the original flight plan and the modified flight plan, and performance data for common [way points] waypoints that are on both the original flight plan and the modified flight plan.

43. (Amended) A navigational system according to Claim 42, wherein said logic designates on the textual display [way points] waypoints to be removed, which correspond to [way points] waypoints that are on the original flight plan but not on the modified flight plan.

44. (Amended) A navigational system according to Claim 43, wherein, when the modified flight plan is activated to become a new flight plan, said logic removes from the textual display the [way points] waypoints that are designated to be removed.

48. (Amended) A navigational system according to Claim 38, wherein a textual display presented by said logic comprises a text list of [way points] waypoints that are on the original flight plan and the modified flight plan, and performance data for common [way points] waypoints that are in both the original flight plan and the modified flight plan.